Im ediments to Their Successful Steam Wavigation.

REMEDIAL MEASURES SUGGESTED.

Criticism on the Works of Lieutenants Maury, Herndon and Gibbon.

Highly Interesting to Commerce,

&c.,

Some months ago the Brazilian steamer Marajo performed its first voyage between the city of Barra, on the Rio Negro, and the town of Nauta, in the republic of Peru. On board o' the steamer was an officer of the government, specially deputed to report on the various circumstances of the voyage, and generally on the feasibility of maintaing a re gular steam communication between these two points on the Amazon and its tributaries. This Officer was Count Rozwadowski, a scientific man, a major on the engineer staff, and—as may be in ferred from his name—a Pole by birth. He prepared and presented to the President of the province a voluminous report, containing his observations and suggestions, extracts from which we find published in the Correio Mercantil of Rio Janeiro As the commerce of the city and country is deeply interested in all that appertains to the progress and future of the vast territory watered by the Amazon and its tributaries, we present our readers with the following translation of the most important and interesting points of the report of the Count, for the information of all having an interest in the subject:

It appears to me evident-says the Count in his report that steam navigation will not realize in the Solimoen and Amazon provinces the advantages which it promises to attain, unless the time consumed by the present system of taking in fuel be ocnside ably shortened, and so long as the steamers shall continue to asce d and descend the river without touching land for sixty leagues or more, carrying, besides passengers, nothing but fuel for their own consumption. I consider my po sition on the point to be much strengthened by the enlightened opinions of his Excellen v Francisco Gouzales Martens, in the interesting chapter on internal navigation of his excellent report, presented to the General Legislative Assembly in the first session of the ninth Legislature.

In the present condition of affairs, it being impos

sible for the company to procure at the different wharves people to attend to the putting wood on beard with despatch, navigation imay be at any time, and is always liable to be, interrupted for want of fuel at one place or other, as, for instance, occurred to us at Quary, and as may often occur, particularly when the inhabitants of the place may have been prevailed on, as is the case at certain sea sons of the year on the Solimoen, to engage in fishe-ries, mining, &c., and there will occur more than one unforseen case, where in small and unpopulous places, such as the stations on this line are at present, the service of the steamer will be paralyzed. If fuel is required there will be a want of people to supply it and put it on board; and as according to the present system it will have to be carried by men bundle by bundle, it will be for years a difficult thing to collect at any moment a sufficient number of hands for the purpose; so that if the crew of the vessel object to subject themselves to this service -a very likely thing in view of the casy discipline enforced on board merchant ships—that single circumstance will be sufficient to retard the voyages and to make a correct account of the arrivals and departures at

the several points abolutely impossible.

It will be obvious, however, that a prudent com pany, aware that for want of sufficient help at the wharves the navigation of the steamers will be exposed to such inconveniences, may provide for this contingency by establishing at the several stations on the line workmen in its employment, and their families, whom it will be easy to collect from among the thousands of colorists settled in the sixty colonies which it is to establish, as according to the 14th section of decree No. 1,037 of the 30th August, 1852, each colony must occupy a portion of ground necessary for the support of 3,000 persons. The distribution of these employés I will allude to bereafter, merely remarking here that it appears to me that the cust.m of not paying the ladians personally by the agents or offithey supply, is wrong, and ought to be altered. It is evident that it is not the Indians who receive the price of the wood, but some cunning white man who goes abread for the purpose, and who pays the Indians only a small portion of their earnlngs; and if this system is allowed to go on, the Indians will become discontented and careless of working in the future. The supply of fuel in the voyage of the Marajo was entirely owing to the immediate orders of the government of the province : but hereafter that duty will necessatily devolve on the company itself, and therefore it will be desirable to conciliate the good will of the Indians to induce them to assist the navigation of the steamers by supplying fuel, by helping to ship or discharge cargoes, and in whatever other way they can render themselves useful. If the navigation could continue as in the first voyage, in which—
no cargo being put on board—the vessel had only
to carry the fuel necessary for its cocsumption,
and if it were not the intention of the government
to make the occupants of the lands participate as
much as possible in the benefits of steam navigation, and of the properity which it will scatter
through the whole litteral of the Schmeen, it would
not be recovered to and to the recovered of the lands of the continue. through the whole litteral of the Schmoen, it would not be necessary to add to the number of stations at which we touched. But it would be absurd to think that merchant steamers should carry nothing but fuel. On the contrary, every such enterprise will endeavor to reserve as much space as possible for the carrying of paseingers and cargoes, and will avail itself of every means to diminish the space occupied by fuel, and to shorten the time necessary for taking it on toard. In view of this difficulty, it is recommended to have boats laden with wood scationed at certain points on the line, which the steamer could take in tow. This arrangement would save time, and allow space on board the steamer for passengers, cargo and This arrangement would save time, and allow space on board the steamer for passengers, cargo and mails. It should therefore be established as an immutable principle, that there should be a direct line between two points estimated at from twelve to twenty hours disabete, with delays of not more than five minutes at the intermediary points, and generally not more than six hours' delay at the sepoints where passengers, mails and cargo are to be received. As to the civilizing influence on the country and the beneficial influence of its inhabitants of having the steamers, in place of making long delays at small stations, make but brief delays, however frequent, it is needless to extend my remarks, for the importance of facilitating and accelerating commerce and the means of transportation for cargoes and individuals appears evicent, in whatever contry, and more particularly so in a growing Individuals appears evident, in whatever connerty, and more particularly so in a growing province like that of the Amazon, with a population devoid of industrial resources, scattered, and spread over a vast extent of country.

The points recommended as intermediary stations, where stoppages are to be limited to five minutes, are the following:—
Between the city of Barra and the mouth of the Quary, two—viz:—Manacaparu and Cudajas.

Between Quary and Ega, one—in the barrier Mutumcoars.

Between Ega and Fonte Boa, two—in the barrier of the Quadi, and in that of the Cumadu.

Between Fonte Boa and Jocantius, one—Sapo, in the barrier of the Riacho in the mouth of the Jutahi.

Between San Paulo of Olivença and Tabatinga one—in the barrier of Jurupari-tapera.

Between Loreto and Cochiquinas, one—Camu-

of a ninth part of one of the colonies provided for in the charter; and yet it represents but one five hundredth part of the whole colonization which the cumpany is bound to make. But these settlers would be useful in more than one sense to to the company, as the net work of their commercial and agricultural operations would gradually extend over the whole region of the Sollmoen, as far as the laterle; of Petu, so that looking at the trifling cost of the forty-four small boats, the expense arising from the introduction of this system of supplying fuel disappears entirely in contrast with its advantages, and even in view solely of the economy of time and expense which would follow the operation.

The report goes on to show that the adoption of the plan proposed would obviate the necessity of building piers or wharfs, which are not required now by the wants of commerce, since goods can be for years to come shipped or discharged without inconvenience in agarates and the various natural larding places. Each of the intermediary points above named, with the exception of the barriers, is adapted for for foreign colonization, and they should have post offices established in the mas soon as the industry or the number of their inhabitants would entitle them to such encouragement. The company is recommended to award special favors to the colonists who exhibit most enterprise and industry. These colonists, charged with the care of fuel for the steamers at each of the twenty-two points named, besides the agents of a higher class already appointed in the city of Barra, Ega, and Loreto, would soon be quite sufficient to enable the company to dispense with any supernumerary hands which it might have had to employ temporarily. The agents for the supply of fuel might be included in the class of simple workmen, and should be subject to the inspection and control of the principal agents in Barra, Ega, and Loreto. These latter should be charged with the interests of navigation, and of the trade which the company seeks to establish cultural pursuits, rather than persons merely versed

class of agents men skilled in mechanical and agricultural jursuits, rather than persons merely versed in commercial matters.

Under the head of "Colonies of Foreigners and Iorians," the report goes on to say:—

The want of population so notorions in all parts of the empire, is nowhere so sensibly felt as in the regions of the Amazon. Looking at the prodigality with while the most diversified and precious gifts of nature are scattered over this soil, and the incalculable resources of subsistence, prosperity and wealth lying here, and continually reproducing themselves without any use being made of them for the general good of men, it is melianchly to reflect that millions of our fellow beings in distant lands spend their life struggling in the sweat of their brow against the most abject penury, wresting from an unfraitful soil by force of continuous and arduous labor, a miserable subsistence, which in prolonging their life prolongs only their privations and hardships. But I shall not repeat here what has been said in this respect after special studies and explorations by wise, enlightened and eloquent men. Nor would it be right for me to join my feeble voice to accents so powerful, since the imperial government for years past has shown its attention to this subject in the laws, regulations and ordinances, which bear honorable testimony to the patriotic sentiments and enlightened understanding of the statesmen from whom taey emanated. Consequently it may be considered as an undernable truth that the general good of humanity, and the more immediate interests of the Brazillan empire, will be promoted by peopling those provinces which, as the primitive lard of the Creator, are still waiting for man to cultivate them.

ivate them.

That which as the result of the exploration of these

Int d of the Creator, are still waiting for man to cultivate them.

That which as the result of the exploration of these regions, was stated in former times in the works of Humboldt, Condemine, Spix, Martius, Natterer, Prince Maximilian, and de Castelnan, and that which is told us in the writings of Barina, of Lieutenant Amazon, and of Messrs. Manny, Herndon and Gibbon, and recently confirmed by the report of Major Salies, proves that the importance of the Amazonian regions, whether in respect to the wealth arising from the products of commerce and industry, or in a political and strategical point of view, deserves and requires not only that the efforts of the government in respect to colonization, be directed to these parts, but that they be directed with energy and without delay, and in preference to any other portion of the Brazilian territory.

In the work of Lieutenant Amazon, it is conclusively proved that prior to the disorder of 1835 the condition of the territory was better than it is at present; but avoiding any comparison with the past, which, were it a hundred times greater than it was, could not serve as a criterion for the future, I shall briefly refer to the present conditions of the regions of the Solimoen, so as to show what urgent necessity exists to provide with all energy for its colonization, and for the establishment of the Indian tribes in villages.

The report goes on to quote some passages from the message of the President of the Amazons to the Legulative Assembly of last year, in reference to the state of public worship, the instruction and civilization of the natives, and the condition of agriculture, industry, navigation and commerce, and to show that up to that time there had not been in the Solimoen region, and bardly in the whole province of the Amazon, any attempt at foreign colonization, and that all the wisdom of the laws and regulations hitherto promulgated in respect to education, have been in ffleacious. Although, the report continues, which would result to the priviliged st from Europe for these particular purposes, to col-lect quietly a portion of the immense resources and wealth contained in these lands, but its colenizing task will be probably limited to this. Of the colonization for the banefit of this. Of the colonization for the benefit of the nation, the government only can take the initiative by guaranteeing to the colonists the same privileges, the same advantages, the same rights, and making the same pecuniary sacrifices as have been guaranteed and made by the government of a neighboring State, and which no company ever can or will make. The report suggests that the plan adopted by the Dutch government in colonizing Guiana be adopted, and that model farms be created under a competent, scientific director, in which the coloni-ta might learn the art of agriculture and other useful branches of industry.

the colori-to might learn the art of agriculture and other useful branches of industry.

The region of the Amozom-continues the writer—life the other equatorian regions, suffers from a want of provisions, so that the effect of the scarcity is telt even in the capital. It is, therefore, of the highest importance that agriculture should be encouraged. Providence, ho sever, meets the existen y (the land turtle,) by the creation of a reptile peculiar to these regions, which could supply the want of fresh meat for a population a hundred told larger than it is; but the band of man dissipates the precious gift by the conversion of it into the oil known as tartanga butter, of which one jar, worth \$8 at Para, absorbs on an average 5,000 eggs, and, (estimating absorbs on an average 5,000 eggs, and, (estimating a tartarnga at eight pounds weight,) 4,000 pounds of flesh, sufficient for the dally sustenance of 40,000

To throw all possible light on this interesting

To throw all possible light on this interesting question, I subjoin a list of the districts of the Solmers, and of the average number of pots of tartaruga annually fabricated in them:—
Caldeirano, pots. 300 Palheta, pots. 50
Capray, 1.000 Ximany, 300
Tanboteba, 1.800 Catua, 300
Coracutuba, 150 Ipechuna, 200
Juvira 200 Camara, 300
Acapuri, 150 Coro, 1,500
Arracutub 1000

worth some \$65,000.

The report urges the advisability of preventing the exportation of tartaruga, and finditing its production to the supply of the imme liate wants of the inbabitants. It also recommends the establishment of priests to educate the people; there being only two ecclesiastics in the whole extent of country from Barra to Loreto—one in Ega and one in San Paulo of Olivença—and missions to be sent among the Indians. It suggests that with respect to these latter they should be treated as the negroes were by the company of the French government in Cayenne, in 1848—that is, to have their names registered in a book, with their occupations and their means of earning a livelihood, and to have the vagabond and idle of them sent to public works.

Resuming the consideration of the difficulty in the

means of earning a livelihood, and to have the vagabend and idle of them sent to public works.

Resoning the consideration of the difficulty in the way of the enterprise of ravigating these waters by steam, and of the means of remedying them, the report goes on to say:—But it is not so much the want of bands for the execution of any work requiring manual labor, as the desert state in which the lands of the provice lie, that prevents the full successof the undertaking and tile realization of the promised advantages. It is, moreover, because in a population so scattered there cannot be obtained a sufficient number of skilful men to promote the branches of industry best suited to the circumstances of the soil and mest likely to be advantageous, such as agriculture, silk, pottery, and oil factories, ship building: and because there are in these regions no carpeteers, lapidaties, smit s, and other trades most indispensable in human society. Besides this obstacle to success, which the company, in view of its own interests, could not fail to overcome, there are other impediments to be removed, such as the want of silver coin to make regular payments, iestead of payments in kind to the ludias. Other minor matters of detail necessary for the successful carrying out of the enterprise are pointed out, such as the appointment of fixed days and hours for touching at the points on the line, the publication of a prospectus, &c.

The want of proper secommodations in the Marajo or second class passengers was much felt; and this is an objection which should not be allowed to exist in the steamers on these rivers. The rates of fare

for passengers sought to be established by the company are also considerably too high, and if enforced would tend to compromit the existence of the company and the prosecrity of the province, while, on the other hand, if the fares were fixed at a m dierate figure traffic would be very much increased, and the company would eventually be assured of large profits. The rates which the report suggests as fair are, first class passengers, 180 reis per league (about \$1 for fifteen miles), and \$3 50 per day for meals; for second class passengers one third less, and for deck passengers two-thirds ees.

tes.

The report points out several defects in the construction of the Marajo, fand suggests as proper models for the steamers to be hereafter built for the company—particularly on the second line—those used on the rivers and lakes of the United States. it also disects attention to the inconveniences which will be probably experienced from side-paddle stesmens in times of food, when the river will be covered with floating masses of timber, and recrumends selves propellers to be substituted. Under the head of "Physical Constitution of the Margins of the river which are present to the eyes of the traveller as high barriers of argillacious formation, in which yellow and violet colored ocher predominate, indicate the disvial formation of these lands; the low land, islands and shores are allavial lands, more or less modern. Beds like those of coal, which appear from Tabstings up, may really turn out to be authracite coal, and should be scentifically examined. The report goes on to treat of the vast natural wealth of these lands; but as the writer evidently draws very largely on Lieut. Manry's book on "The Amazon and the Atlantic Slopes of South Ameria," and quotes it as authority, it is unnecessary to follow him. He says, however, that he diese not entirely endorse various exaggerations and diarribes of Yankee eloquence contained in that work; such, for instance, as the relation of the diamout pavements of Cuyaba, the vegetable cow, and the four yards of cotton, worth 25 cents in the United States. being exchanged for \$50 worth of sareaparilla. I have had time—he says—to be present at the markets in Marannow and to become acquisited with the business, and I can state positively that such bargains would not fait to be considered fraudulent; and it ill becomes Mr. Manry who declaims so loudly in favor of humanity, civilization and Christianity, to recommend such traffic to bis pious countrymen.

It would be outside of my province to refer to other statements in that work; but seeing that Mr. Manry refers to the voyage of these gentlemen, which go to prove that, perfectly congnizant of the object of the exploring expedition, which cound neither be kept secret from the government nor individuals, the local authorities extended to them all hospitality, aid and succor. I

The following is given as a statement of the trade

ount Casicinan.—	Exports.	Imports.
Peru		10.000,000
Cenador		1,063,502
Botivia	3,000'000	2,426,795
New Granada	150,000	5,700,000

ould be the most convenient and efficacious in the present condition of affairs, and believing that the duties of exportation on all the merchandise leaving the Brazilian limits would afford a rich compensa-

duties of exportation on all the merchandise leaving the Brazilian limits would afford a rich compensation.

The withdrawal of all duties on importations is the great point recommended in this branch of the report; but there are other minor and collateral measures also to be followed. Ist. The organization of a methodical scientific expleration of the industry and commerce of the tributaries of the Solimoen and Amazon. 2d. The appointment of a commission charged with the execution of all the measures which the government may adopt, and with the compiling of all the reliable information possested in regard to these regions. 31. The exercise by the government of supervision over the agents and directors of the company, and the appointment of a commissioner, who would be an exafficio member of the directors, to suggest from time to time necessary measures of improvement, and to exercise general survillance over the operations of the company. 4th. That the government direct the local authorities to afford the enterprise all sid in their power. 5th. To send thirty missionaries, with their contral house in Barra, to the ten settlements proposed to be made. 6th. To issue a large amount of silver companying the commission of 100 and 50 reis (dimes and balt cimes). 7th. To establish periodical fairs on saints' days. 8th. To provide so that the provincial and the imperial governments should not jar with one another. 9th. To establish as system cal fairs on saints days. Sth. To provide so that
the provincial and the imperial governments should
not jar with one another. Sth. To establish a system
of fertifications, to be completed within ten years.
40th. To appoint consuls in the frontier towns of
Belivia, New Gracada and Ecuador.
Such, concludes the writer, are the measures
which in my-opinion, would serve to entirely transform, in the course of ten years, the present state of
affairs in the province.

form, in the course of ten years, the present state of affairs in the province.

I conclude by expressing the hope that some of my observations may be judged useful, and that they will be considered by the government as the expression of the profound conviction that I entertain that he principal elements of the power, grandeur and prosperity of Brazil exist in the valley of the Amazon, and in the realization of the destiny for which Providence created that mighty river. If the measures that I have indicated should appear important, or not calculated to effect the object desired, I trust that your Excellency and the imperial government will nevertheless do full justice to my intentions and desires.

Count Rozwanowski,

Major of Engineers in the Province.

Correct: Jose Wilsena de Mattos, Secretary of the Province.

the Province.

To his Excellency Herculano Ferreria Penne, Senator of the Emptre, and President of the Province of the Amazons.

City of Barra of the Rio Negro, January 12.

SMOKE ON THE RIVER ST. LAWRENCE.—So dense has been the smole at three during the past week, that navigation upon the river St. Lawrence nas been seriously impeded. On Saturday morning last, it was so dense when the Bay State came down that she had to slacken her speed, ring her bell almost constantly, and actually feel her way to the depot, in doing which she missed her course and grounded upon the bar, where she lay all day Sunday, with the steamers New York and Ontario tugging to get her off. Towards night the steamer British Empire, Capt. D. S. Allen, arriving from Monireal, came to the rescue, when all three took hold, at d with a long and strong pull and a pull all together, drew her out of the clay in which she was strongly grounded.—Ogdensburg Republican, Aug. 20.

Large Fire At Greenfort, L. I.—We learn that a fire broke out at Greenfort, about 4 o'clock on Thursday morning, which, before it could be subdued, destroyed property to the value of some \$46,000, part of which was covered by insurance. Among the sufferers were Wells & Carpenter, clothing, ship chandlery, &c.; Waiter Havens, dry goods and grocery; Jennings, grocery store; David Wells, grocery store; a block maker's shop; a black-mith's shop, and some other buildings. Three men have been arrested on suspicion of having been the incendiaries.

Theatree and Exhibitions.

ITALIAN OFERA—Notwithstanding the difficulties on the contending circumstances of the times, and two contending circumstances, the engagement of Maria and Grisl, if we may judge from the sale of tickets on Friday, is likely to be completely successful. Their appearance will be attended with the utmost warmth of feeling and enthusiasm. The tragic opera of "Lucrezia Borgia" is selected, Mad. Grizi as Lacrezia, Signor Mario as Gennoro, and Signor Lusini as Duke Alfonso. The orchestra is under the direction of Signor Arditi, and the chotus department is full and effective.

BROADWAY THEATES—The new play entitled

chorus department is fall and effective.

Broadway Theatre—The new play entitled "Camille, or the Fate of a Coquette," which is replete with interest and legitimate excitement, is to be repeated again to morrow evening. It was played all last week to overflowing houses, and was received with unbounded enthusiasm. Musa Davenport, whose dramatic personations entitle her to be placed among the most brilliaut stars that ever shone in this country, will sustain the part of Camille, and Mr Conway, the very arduous character of Armand Duval.

Bowers Theatre—Lord Byton's play of "Sar-

character of Armand Duval.

BOWERY THEATRE—Lord Byron's play of "Sardanapalus" is, to be produced here to-morrow evening. It will be put upon the stage with new scenery, dresses, machinery, music, and dances, and the talented actress, Mrs. T. S. Hamblin, has been engaged, and will personate the character of Sardanapasius. The other leading parts will be sustained by Miss Ellen Grey and Mr. Pope. The petite comedy of "Nature and Philosophy" will be the commencing feature of the evening, Mrs. Yeoman's appearing as Colin.

Niblo's Garden.—The Revels are to appear

the commencing feature of the evening, Mrs. Yeoman's appearing as Colin.

Niblo's Garden.—The Ravels are to appear again to morrow evening. The performance provided comprise the grand pantomime of "Mazulm, or the Night Owl," which is to be withdrawn after the ensuing week, and the comic Chinese ballet pantomime of "Kim-Ka, or the Adventures of an Æronaut," in which Francois, Antoine and Jerome will sustain the principal characters.

Burton's Theatre—This establishment will be opened for the season to morrow evening, having been enlarged, and having undergone a thorough renovation, redecoration and repainting. The company engaged comprises many of the old favorites, together with several good additions; and the pleces announced for this occasion are the popular comedy of the "Serious Family" and the favorite piece entitled "Asmodeus."

of the "Serious Family and the layofite piece entitled "Asmodeus."

National Theatre.—The burlesque styled the "Female Forty Thieves" is to be revived to morrow night, in which the popular actress, Miss A. Hathaway, will appear as Diamond. The other features are the drama of the "Man o'Warsman, which will introduce J. R. Scott as Gale Breezely, and Mrs. Nichols as Morna; and the three act play of the "Honey Moon"—Mr. J. Carroll, who is newly engaged, appearing as Duke Aranza.

American Museum.—The drama of the "Dumb Man of Manchester" is announced for to morrow afternoon, Mr. Taylor appearing as the Dumb Man, and the very popular play of "The Stranger" in the evening—C. W. Clarke personating the character of the Stranger, and Miss Mestayer that of Mrs. Haller, Hippodroms..—The third and last Foot Race of

the Stranger, and Miss Mestayer that of Mrs. Haller, HIPPODROME.—The third and last Foot Race of the New York Fire Department will come off to-morrow night. The prizes will be the same as those given on the former occasions.

Wood's MINSTRELS announce a bill of great variety for to-morrow night. They commence with Negro Melodies, followed by Jim Crow Brown and his Fairy Light Guards, and the concluding piece will be the new burlesque of "Robert Make-Airs."

Wood's BRANCH BAND, who are performing at

wood's Branch Band, who are performing at 472 Broadway, announce a well selected programme for to-morrow evening, consisting of Negro Melodies, instrumental performances, and dancing. The "Christmas Festivals" close the amusements.

"Christmas Festivals" close the amusements.

BUCKLEY'S OPERA HOUSE.—The performances of this Company are admired by all those who visit their hall. "Sonnambula" is announced again for to-morrow evening. The singlug is capital and the scenery excellent. No doubt there will be a full attendance.

SANDFORD'S OPERA TROUPE.—This company which numbers many fine vocal ats and instrumental performers, have been playing to good houses all the week. The entertainment is very good, and the audience testify the fact by loud plaudits. A fine programme for to-morrow evening.

fine programme for to-morrow evening.

SUNDAY CONCERT—Dodworth's celebrated Brass
Band will give one of their "Musical Entertain-

ments" this evening. The selections are from the works of the great composers of the day.

MARITIME INTELLIGENCE.

Move	ments of Oce	an Steamer	
NAMPS Brandon Pracific Africa St Louis Prometheus George Law Asia Washington Europa Baltic Africa St Louis	LEAVES Havre Liverpool Liverpool Havre New York New York New York Boston New York	New York. New York. New York. New York. New York. San Juan. Aspinwall Liverpool. Bremen Liverpool. Liverpool Liverpool Havre	DATE. Aug 16 Aug 23 Aug 26 Aug 30 Sept 4 Sept 5 Sept 6 Sept 13 Sept 16 Sept 20 Sept 20
BUN RISES		YORK—THIS DAY	1 06

Port of New York, September 2, 1854. CLEARED Steamship Star of the South, Marks, New Orleans, T I

Stanton. Stanton, Stanton, Spofford, Tiesten & Co. Tiesten & Co. Stemats, Cavendy, Norfolk, &c, Lud-lam & Plersauts.
Ship John Rubedge, Sands, Livergool, J Foster, Jr.
Ship Maria, Greene, Rio Janeiro, Siffken & Ironsides.
Ship Challerge (clipter), Kenny, San Francisco, Sutton

Ship Lexirgton, Kelly, New Orleans, W.H. Riversmith. Ship Anna lift, Linscott, Mobile, J.O. Baker & Co. Bark Robert (Olden), Paulsen, Hamburg, W.F. Schmidt

Co. Eark Mary R Barney, Luther, Caliz, W L Baker Bark Stadt Antwerpen (Belg) Uyttenhoven, At F Schmidt & C.

Frehmist & Co.

Bark Mariana (Ital), Sartono, Gibraltar, Jos Vicari.

Bark Catharine augusta, Hutton, St Thomas, akemith. Hask Virginia, Randall, Trinidad Tuompson & Hupter Galliot Fritor (Olden), Ratje, Bremen, Hennings, Mul er & Gosling.
Galliot Dolphia (Datch), Dobbinge, Quebes, Funch &

Brig Gipsey, Boys, Si Johns, PR, Gimbernat & Escori Brig Gipsey, Boys, Si Johns, PR, Gimbernat & Escori Brig Quadruple (Br), Swan, Barbadoes, Middleton &

Brig Laura, Stackpole, Trinicad, Thompson & Hunter, Brig Isabella (Br), Crowhurst, Richiberto Frig Cygnet (Br), Smith, Windsor, NS, JS Whitney & Brig Daniel Webster (Br), Campbell, St John, NB, DR

DeWolf.

Big Eenj Franklin, Davison, St John, NB, P I Nevius.

Brig Edward, Hoogdeo, Jacksonville, F Switt & Co.

Brig Telegraph, Stein Charieston, master

Brig Naratiske, Thompson, Wilmington, Dale & Co.

Brig Orinoco, Johnson, Philadelphis, Thompson & Hun-

schr Pedce, White, Wilmington, D C Murray. aght. Schr Mary Jane, Mott, Norfolk, Sturges, Clearman & Co. Schr Bazquet, Sweet, Norfolk, master. Schr Courier, Marsball, Fredericksburg, Vau Brunt

k Slaght Schr Emily Judson, Tunnell, Baltimore, Johnson &

Schr Emily Judsen, inners, Battaire, Johanna Loween.
Schr Swan, Sterling, Battimore, C.S. Maltby.
Schr Swan, Sterling, Batton, S.W. Lewis,
Schr Southerrer, Burr, Boston, Dayton & Spragne.
Schr Atlantic, Nicterror, Salem, R.W. Ropes & Co.
Schr J.W. Warren, Chapman, New Haven, master.
Sloop America, Baker, Providence, master.

Sloop America, Baker, Providence, master.

ARRIVED

Ship G B Lamar (clipper), Mayhew, London, 30 days, with make and 141 passengers, to Dunham & Dimon Aug 22, lat 43 54, lon 51 20, saw ship Marathon, from Liverpool, 26 days out; same date, spoke ship Ellen McGaw, from Hamburg for New York.

Ship Esirfield, Lovelard, Liverpool, July 22, with coal, to the Marhattan Gas Company; vessel to G Bulkley. Ship Hortensia (clipper, of New Orleans), Hathaway, Ehip Hortensia (clipper, of New Orleans), Hathaway, Ehip Hortensia (clipper, of New Orleans), Hathaway, Ship Hortensia (clipper, of New Orleans), Hathaway, Shipped a sea, and half filled the store room with water, which damaged nost part of her stores; supplied them with flour and sugar. Bark Flash, Wilson, Vera Cruz, Aug 1, with hides and

specie, to Hargous Bros. Brig Haidee, Maine, Oporto, 40 days, with wine, &c, to P N Searle. P N Searle.

Brig Hermann Theodore (Oleen), Wragga, Bremen, 39
days, in ballast, with 134 pussengers, to Hennings, Muller & Goslieg Had two deaths and two births on the

ler & Goalieg Had two deaths and two births on the passage.
Schr Zerviah (cf Philadelphia), Downs, Mayaguez, 17 days, with sugar and molasses, to J N Onatavia.
Schr hartha Fost (cf Saybrook), Fost, Charleston, 10 days, with cotton, &c., to Fost & Kyerson.
Schr Hah Priest, Nelson, Ocracoke.
Schr Star. ——, Augusta, 10 days.
Schr Abbott Lawrence, Allen. Boston, 3 days.
Schr Zephyr, Perry, Providence.
Schr Bengal, Seely, Providence.
Schr Bengal, Seely, Providence.
Schr Nourmahal, Bavidge, Rockland.
Schr Nourmahal, Bavidge, Rockland.
Schr Caroline, ——, New Haren.
Schr B Irummond (lighter), from the wreck of the ship Montezuma, ashore near the Tavern Houses.
BELOW.

Ship Calhoun, from Liverpool, with mase and passen-ters, to Spofford, Tileston & Co. Ship Vaucluse (of Thomaston), from Havre, with mase and passengers.

SAILED
Steamships Arctic, Liverpool; Clyde (Br), Giasgow;
Fiorida, Savannah; Nashville, Charleston; Jamestown,
Norfolk, &c.

Wind during the day from NE, with dense fog below There is a fore and aft schooner ashere on the Gridiren in Helkate.

[By Sandy Hook Printing Transhark!]
This Houngards. Sept 2.—Evening.
There are no square rigged vessels in sight loward bound. The steamships Nashville, Floria, Jamestown, and Delaware passed the Highlands, and a ship and a schooner anahored in the bay, outward bound.
Wind light from Fast. Weather moderate.
Arrived—Ship Elizabeth, Frost, 43 days from Bremen, with 205 passengers, to Meyer & Stucken—all well.

Herald Marine Correspondence.

PHILADELPHIA, Sept 2 & PM—arr ship Sandusky, Rice, Caliso 80 days; schrs John A Roach, Bateman Boston; Triumph, Baker, do: Robert sliller, Wilson, Eastport; Freedom (Br.), Kenney, Hall'sx Uld riesmer Kennebec, Cope, New York; srig Canton, Smith, Beston; schrs Wm Loper, Lake New London; Adelaide, Hashell Salem; Cerro Gordo, Hoever, Korwich, Durrie, Hendrickson, Bridgeport; Anita Diamond, Fuller, Bridgeport: T P Cooper, Corsen; Friend, Hallet; Globe, Homer; Kaloolab, Donnell, and Triumph, Baker, Boston.

Disasters.
Ship Ostewald, Jarvis, from Norleans for Gasgow, before reported at Hampton Roads in distress, arrived at Norfolk 30th ult.

Norfolk 30th uit.

Sint Great Britain, asilore at Cape Sable, late secounts say will be a total loss. Crew saved

Sche Missouri (of Salem.) Mass, Beaver, while attempting to go into Cascumpic harbor on the 5th august, got on the bar and received so much damage that on a survey being held she was ordered to be sold, with all her materials and outfits, for the benefit of all concerned.

Bris Green Estrike. Of Searsport, from New York for Boston (before reported), put into Tarpaulin Cove 28th uit, with loss of mainmast:

Versus Capelled—An account from Georgetown, DC, dated Aug 31, says the packet Two Brothers, Capt Treadway, was capsized in a storm near Black Stones Island, on 27th uit, and will be nearly all lost. A large quantity of valuable walnut timber which was on deck, all floated off, and but little, if any of it, will be recovered by the owners. A brig was also capelzed in the same gale, in ballant, and bound for Alexandris. for a cargo of oal. Both the vessels, it is thought, will be saved, though in a damaged condition.

Notice to Mariners.

Alterations in the weser Mouth Buoys
The following notice respecting the alterations in the buoys in the channel of the Weser Mouth has been received at this office, and is published for the information of mariners.

Notice is hereby given that the alterations mentioned in the notification of October 1, 1853, as being under consideration, have been carried into effect. Mariners will therefore observe:—

1. The new channel is marked by six (6) red buoys and five (5) white buoys, instead of four (4) red and two (2) white buoys as heretofore. The red buoys, which list to the starboard on entering, are buoys of the usual form. The white buoys on the larboard side are of the same form as the usual Weser buoys.

a The first red buoy on the new Weser Mouth, marked with one golden key on a pole, and two (2) white keys on the sides, lies in nine (9) fathoms at low water, and the bearings are as follows:—The two beacons on Wangercoge in line and SW: the church steeple on Wangercoge, SW (5); the church at Minsen S/, W; the second A pear buoy SE by E; the first white outer buoy, No. 1, E % S.

b. The second red buoy A, which is marked on a pole with a golden pear, and on the sides with A painted white, lies in 8½ fathoms at low water, and the bearings are:—The steeple at Wangercoge, Wy Wy W; the church at Minsen SW the fourth, red Cor cross buoy, SE by E; the white buoy, No. 2, EE 7/8 E.

c The third red buoy B, designated by a round basket on a pole and two B's painted white on the sides, lies in about nine (9) fathoms at low water, and the bearings are:—The steeple at Wangercoge, Wy W W; W; the church at Minsen, SW; the fourth, red C or cross buoy, SE ½ E; the white buoy, No. 2, No. 3, No. 3

I to 8 respectively, and besides which the third buoy is marked with a white wingpole (Flügelstange), lie as follows:—

a. The first white outer buoy No 1, lies at the extreme point of the red sand, in 6½ fathoms low water, and the bearings are:—The steeple of Wangerooge, SW by W; the red key buoy, W½N; the red A, pear buoy, 8 by W; the red B buoy, 8E%E; white buoy No 2, SE by E½E.

b The second white buoy No 2 lies in 5½ fathoms at low water, and the bearings are—The steeple at Wangerooge, WSW ½ W; the red A, pear buoy, WNW ½ W; the red B buoy, SW by W½ W; the red C, cross buoy, S½ E; the third white wing buoy, No 3, SE ½ S.

c The third white buoy No 3 lies at the extreme point of the Mittelplate, and in 5½ fathoms at low water, and the bearings are—The steeple at Wangerooge, W ½ S; the church at Minsen, SW ½ S; the red C, cross buoy, W½ N; the red D buoy, SSW ½ W; the No 4 white buoy, SE by S.

d. The fourth white buoy No 4, at the upper end of the "Mittelplate," lies in 4½ fathoms at low water, and the bearings are—The steeple of Wangerooge, W ½ N; the church at Minsen, SW ½ S; the red buoy E, S ½ W the white buoy, No 5, SE ½ S; the red buoy E, S ½ W the white buoy, No 5, SE ½ S; the red buoy E, S ½ W the white buoy, No 5, SE ½ S; the red buoy E, S ½ W the white buoy, No 5, SE ½ E; the lask than 0½ to 3½ fathoms are to be found at low water, and the bearings are:—The steeple of Wangerooge, W ½ N; the red buoy E, W½ N; the red buoy E, W½ N; the church at Minsen, SW ¾ W; the light ship, No. 1, SSE ½ E; the black F, Mellum buoy, SE ½ E.

111. The light-ship No. 1, has, together with the black

buoy E, W 36 N; the church at Minsen, SW 36 W; the light ship, No. 1, SSE 34 E; the black F, Mellum buoy, SE 34 E.

III. The light-ship No. 1, has, together with the black G buo?, been removed somewhat higher up; and the former lies in 9 fathoms at low water, thus,—From the sixth, red E buoy, SE 34 E; from the white buoy, No 5, SSE 34 E; from the black F, Mellum buoy, SE 34 E; from the white buoy, No 3, at Tegeler's Plate, SW by W 36 W. And at the same time the bearings from the light ship are:—The Bremer teacon, S by E 34 E; the light-ship, No. 2, SSE. 2, S.E.
The black buoy G, lies in 7 fathems low water, and the

The black buoy G, lies in 7 fathems low water, and the bearings are:—The steeple of Wangerooge, WNW 34 we the church at Minsen, SW by W 34 W; the black H bloy, S 35 E; the No. 3, white booy, at Tegeler's Plate, SE by E, it is the No. 3, white booy, NE 34 N; the light ship, No. 1, N by E 35 E.

IV. On the other hand, the following five buoys have been taken up ('sufgenommen'), viz: the black bnoys, key A and B, and the white bnoys No 1 and 2. The white bnoys lying at Tegeler's Plate, and marked, up to the present time, No. 3, and 3a, are now numbered No. 2 and 3.

the present time, No 3, and 3a, are now numbered No 2 and 3.

The other black and white buoys below the light-ship as far as the black C buoy, which, however, instead of a cross, is marked with a black finger post (Flugelstange, or wiegpole), remain unaltered for the present.

Ships entering salling along store, and steering for the Weser Mouth on an ESE course, and having found the first key buoy, in the before stated maiss, will in future keep their course a short distance till they approach the first white outward buoy; at which spot they will alter their course SE, and thus flod the light ship No 1 in fall view. While steering for the light-ship, the ship will cross the shoal of the former 'Mellum' into the old channel.

cross the shoal of the former 'Mellum' into the old chaunel.

The depth in the new mouth is 9, 10, 11, and 8 fathoms, and upon the shoal of Mellum, which is but narrow, 27 Beemer feet at low water, or at most 4 fathoms Feglish.

The depths are all in English measure.

Lassly, notice is given that next spring the first Weser key buoy will be iaid out and painted black instead of the present red color. In the other buoys no alterations will be made.

Bremen, July 28, 1854.

By order of the Light-House Board,

"HOENION A. JENKINS, Secretary.

Tressury Department, Office Light House Board, August 22, 1854.

Whalemen.

Arr at Provincetown 30th, schr Union, Genn, Mt Desert, 182 bbls humpback oil.

Cld at New Bedford 30th, bark Manuel Ortiz, Huestis, Pacific Ocean. Sid ship Thomas Nye, do.

Arr at Edgartown 31st, ship Nantu sket, Gibbs, Pacific Ocean. Telephanao April 21, with 1000 bbls sp, 50 down oil on board. Has sent home and sold 760 bbls sp, 100 do wh oil Put back on account of the small pox on beard, but the man recovered and the ship sailed from off San Carlos about May 20.

Foreign Ports.

MAYAGURZ—In port abt Aug 16 brig Almira, Patten, for NYork 7 days; only Am vessel.

VERA CRUZ,—In port Aug 1 (back date) brig Nenuphar, Manchalk, from and for NYork.

Manchalk, from and for NYork.

[PER STEAMSHIP EUROPA, AT BOSTON.]

ALICANTE—Sid Aug 4 Aramingo, Cassian, Cadiz.

ANTWERP—AIF Aug 15 Charlemang, Gates, New Orleans; Gaston, Blancke, and P Hattrick, Bourne, New York. Sid 17th, George Hurlbut, Post, NYork.

BORDEAUX—AIT Aug 15 Isabella C Jones, Jones, Baltimore. Sid 9th, Deux Sourse, New Orleans; John Frederick, New York

Adv, Arthur, Spear; Commodore, Williams, and Weather Gage, Carr, for NYork; N H Wolfe, and L Dyer, for New Orleans.

BUSHIRMAVEN—AIT Aug 12 Emilie, N York; 14th, Johannes, Baltimore; 15th, Orpheus and Coriolan, New York; Adonis and John Smidt, Norteans. Sid 12 Bernard, Delano, NYork; 14th, Jane Mobile.

BRISTOI—AIT Aug 12 Chase, Chase, Havana; 16th Nimrod, — NYork; P Pendleton, Noyes, and Jacob Prentiss, Loring, Havana; 17th, Welkin, Glover, St. Stephen

Arr at the Pill Aug 17 Diaden, Webber, Quebec for

Capiz—Arr Aug 5 New World, Whitney, NYork. Sld 4th, Standerigs, Thompson, Boston; 5th, Quebec Packet, Ditchburn, do. nrn, do. 8—Arr Aug 16 Dirigo, Griffin (late Orr) 17th, Brandon (s), Havre for NYork (and pro-

Havens; 17th, Brandon (s), Havre for NYork (and proceeded)

CURIAVEN—Arr Aug 15 Ocean Home, Merryman, and Jos Holmes, Melcher, Norleans; Sir Robert Peel, NYork, Larat—Arr Aug 8 Suwa Hage, Bremen for NYork 14th, Courant, hogers, Havans for Hamburg (and proceeded); 15th, Feindeer, Lawrence, London for Boston; and proceeded); Wild Wave, Koowies, London for Calcutta, Colchis, hubbard, do for Beston (asiled 16th, put back, ard easiled again 18th); 17th, Harriet Hoxie, Rowland, do for NYork (and proceeded); Inea, Higgins, Calcutta for London; Carl Auguste, Alexandria for do; Lunders—Arr Ang 16 B L Harriman, Arey, Archangel, Lisinore—Arr Aug 11 Magda, *tockholm for NYork; 12th Jones Waern, Washburn, do for Boston.

FALMOUTH—Arr Aug 16 James Drake, Jones, Matanzas, Sid Aug 17, O J Chaffee, Nickels, (from Hawans) Plymouth.

GENOA—Arr Aug P Avon, Gaw, New Orleans.
GLOUCEMPER—Arr Aug 12 Harbinger, Parsons, Miremichi; 18th, Col Ledyant, Brekwith, Richitucto; 19th, Samos, Pettengill, do.
GRAVEMPER—Arr Aug 17 Wm V Kent, Pendieton, Green Island; North Star, Niehnels, finguenay; Geo Foster, Baltimore; 18th, Pyramid, Handerson, Quebec; Sarah, Park, Pendieton, Bay of Rock; farah G Hyde, Saow, Saguenay; Columbian, Potter, Cardensa. 3d 16th, Pumms, Agry, Havre and New York; H Hudson, Smith, Nyork.

Adv Radius Mulhouse, Ashland, Belle Assise, Carrack, and Redwood, for Norleans; Rotussa, Emms. Flora McDonald, W. Laytin, W. H. Wharton, Busa Bell, Memphis, Mctropolis, Brandon, Pescatore, Mercury, and St. Louis, for NYork.

Liveroul—Arr Ang 15 Feri, Robinson; Roger Stewars, Skoldedi, Warbher, Hunter, and Senstor. Coffin, Norleans; Goodar. Michaels, and John Currier. Butteen, Charleston; Queen of the West, Halbett. NYork; 16th, Albert Gallatin, Salter; Mary Wand, Little; Sultan, Myrick, and G. L. Sampson, Cobb, Norleans; Wateres, Hammer, Charleston; Astevion, Gay, and North America, Dunbar, Boston; Onward, Welch, Quebec; 17th, Magistrate, Wheeler, Norleans; Sate highst, Earle, Savannah; Sarah Ann. — Richiburdo; Naphune's Favorite, Lane, St George, NB: 19th, Woming, Dunlevy, Philadelphia; West Foint, Mulliner, and Excelsior, Hadley, NYork; John Cumming, Adams, Valparaise; 15th, Ambassador, McDonaid, Bremerhaven and Notleans; 16th, Cornelius Grinnell, Fletcher, HYork; 17th, E. Z. Hartaborn, do; 18th, Globe, Blair. Charleston; Universe, Bird; Shanghas, Gray, and Frs Secor., Faine, NYork; Minrier, Follard, Boston.

Cld 15th, Kitty; Cordos, Hannah, Mobile; Gen Parkhill, McKown, Charleston; 16th, R D Shappherd, Hamilton, N Orleans; Sparkling Wave, Saunders, Philadelphis; Beens Vista, Theobald, Boston.

In the river outward bound, Samoset, Greenough, for Ballimore, Andrew Foster, Siddons, ard Isaac Wright, Sorth Ring, Harding, do; 1st inst; Astorion, Gay, do 6th; North America, Dunbes Grin, Pauline, Gay, do 6th; North America, Dunbes Grin, Pauline, Gay, do 6th; North America, Dunbes, Bray, Taylor, do 20th; Constantine, and Marathon, do 21st, Astorion, Gay, do 6th; North America, Dunbes Grin, Cannel, Gay, do 6th; North America, Dunbes Grin, Cannel, Gay, do 6th; North America, Dunbes, Grin, Fauline, Grona, Fareding, do 1st inst; Astorion, Gay, do 6th; North America, Dunbes, Grin, Grona, Gay, do 6th; North Marshit, Grin, Grona, Grin, Grin

Miramichi
PENTIAND FRITH—Passed through Aug 14 Francis Leavitt, 26 days from Pugwash for Hull.
PILIAU—Off Aug 12 Geo Turner, McLellan, from Havana. PILICE-OR Aug 12 Over tribe;

PLYMOUTH—Arr Aug 16 W B Jones, Honeywell, Havana.
PLYMOUTH—Arr Aug 16 Empress of the Sea, Wilson,
from Quebe c for London.

Off the Start Aug 16, Pyramid. Henderson, from Quebe
for London; 16th Rechambeau, Stackpole, 27 days
from do for do; Mississippi, Allen, 27 days from Beltimore
for Activery

for Astwerp
Ponsmourn—Arr Aug 15, Yorktown, Meyer, London,
for N York (and sid Aug 16th.)
Passed by Aug 17th, Wild Wave, from London for Cal-

Passed by Aug 17th, Wild Wave, from London for Calcutta.

Off the Wight Aug 10th Copercious, from Hamburg for NYork; no date, (one account says *ug 18.) Lady Franklin, Holm's, 19 days from Pugwash for London.

UERNSTOWN—ATT AUG 18 Flantasquest, NCLEHEN, Clyde for Boston, lesky; 16th Lively, Barker, NYork.

EINSIDE—ATT AUG 12 Chicora, Houdette, and Thomas Church, Martin, London, to load for NYork; Saxonville, Hutchings, do do: 17th, Lucknow, Plumer, do do. Sid 17th, Victoria Reed, Tarbox. do.

ENYENA—ATT AUG 1 Elizabeth Hamilton, Jones, Trieste.

STOCKHOUM—In port Aug 9 D S Goodell, Harriman, for United States log.

THIESTE—ATT AUG 8 Vesta Ellen, Ellis, Rio Jaueiro; Adrian, Hunter, New Orleans; Iowa, Pettes, and T J Rager, Maxwell, do.

VENICE—ATT Aug 11 Brownsville, Rogers, NYork. Cld 12th, Kepler, Tucker, Leghorn.

12th, Kepler, Tucker, Leghorn. Home Ports.

Martha Maria, Smail, N. Tora, and E.L.B. Wales, Philater. Sid schrs North Carolina, and E.L.B. Wales, Philadelphia.

SEARSPORT—Sid Aug 25 schrs Hudson, Knight, Philadelphia.

TAUNTON—Sid Aug 25 schrs Charles, Harvest, and
Virginia, NYork; 29th Roanoke, and J.C. Chew, for ——;
Eoscius, NYork.

WARKHAM—Arr Aug 25 schrs White Squall, Alexandria; 28th D.W. Vaughn, Enlimore. Sid 28th schrs John
Frarer (from NYork), "appican; 27th J. R. Glover, Philadelphia; 29th Elm Citz, NYork; Watter & Lemuel, Philadelphia; 30th Sarah Elizabeth, Baltimore; 31st Jana
Howard, NYork.